



THE HIGHWAY



VOLUME 3 — NO. 6

TRENTON, NEW JERSEY

JULY, 1945

Cloudburst Damages Highways In Vicinity of Phillipsburg

New Highway Construction Undermined,
Roadways Inundated

The cloudburst that struck Phillipsburg on the evening of July 9th causing the death of four persons and untold property damage, established a record rainfall of nearly seven inches within a period of three hours. The turbulent waters that flowed through every low spot as a result of this torrential downpour, undermined about 1000 feet of the new highway construction (Route 24) as it approaches the Easton-Phillipsburg bridge, inundated a large section of Route 24 and caused great damage to catch basins, fills, guard rails and road slabs.

Just north of the intersection with Route 28, Route 24 was covered with 10 feet of water. This artificial lake formed at a low spot above the underpass was several hundred feet across and 1000 feet long as it spread into adjoining fields.

At many places along Route 28 the rushing waters cut away the roadway fill and left guard rail posts hanging by their cables. On one Warren county road nearby a section of concrete road slab was picked up and carried fifty or more feet away, while in other sections trucks were hurtled hundreds of feet and deposited down some otherwise placid creek.

Undermined New Concrete

The new bridge approach now under construction at Phillipsburg was undermined and left without foundation. This portion, which had not yet been opened to traffic has already been shored up to grade and it is thought that it can be saved by replacing the sub-grade with pneumatic tampers. The concrete slabs are apparently undamaged as a result of their rough handling. At some points this shoring goes to a depth of more than three feet.

The firm of Fred Berlanti & Son, Inc., contractors on this section, lost no time in placing heavy

THE HIGHWAY Takes a Trimming

Due to the insertion of an extra sheet in the last edition of THE HIGHWAY its weight exceeded the allowable limit. The fact that extra weight meant extra postage worried Frank Matzer, who has charge of the mail room, especially in the instances where airmail was used for those men who are overseas.

To overcome this handicap Matzer suggested to Mr. Grover that THE HIGHWAY undergo a weight-reducing operation which took the form of cutting off the top and bottom of each page to the first line of print. Through the efforts of Harry Hill and Edward Risto who applied the shears, the paper went out on time although it took a trimming in the process.

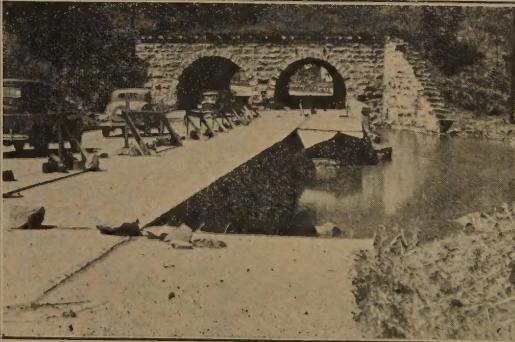
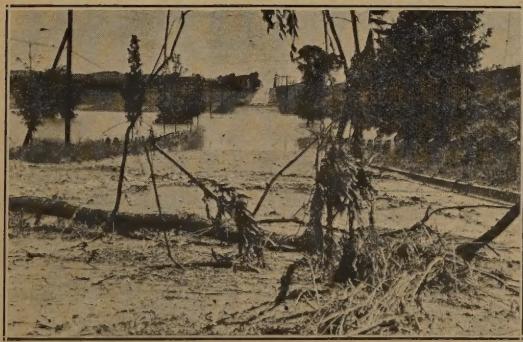
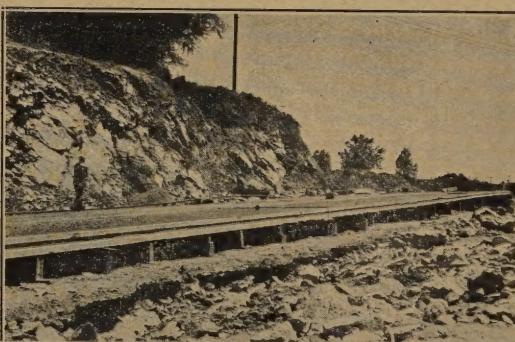
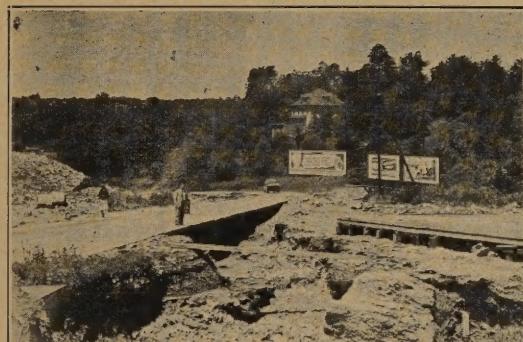
timbers under the road slabs and wedging them to their former elevation.

Much of the contractor's heavy motorized equipment played an important part in digging the lower end of Phillipsburg from under one to two foot coating of mud, deposited by the flood waters.

Much of the damage caused by this record-breaking downpour may not be apparent at this time and will manifest itself at some later date. Already places have been noted where existing road slabs have sagged between two and three inches as a result of fills subsiding.

The Maintenance Division is confronted with several weeks' work before roadways will be restored to their former condition.

AFTERMATH OF RECORD-BREAKING RAINFALL



Here are some views of the damage caused by the recent cloudburst at Phillipsburg. At the upper left can be seen the washout under present Route 24 where the new construction has stopped. The photo at the upper right shows how the new concrete slabs were undermined as rushing waters washed away the sub-grade. At the lower left can be seen a portion of Route 24 under 6 feet of water. Debris in the foreground marks the high water mark. The lower right photo shows where a concrete slab was washed away. It came to rest some 75 feet to the right. This occurred on a Warren County road nearby.

The Decision is Yours Alone

In July, 1942, former Governor Charles Edison appointed a Committee on State Employee Relations consisting of Judge Harry E. Heher, chairman, Senator Haydn Proctor, Civil Service Secretary Charles Messick, Assemblyman Jacob Glickenhaus, and State Highway Commissioner Spencer Miller, Jr. This Committee, after a series of public hearings prepared and presented to the Governor a majority report signed by four members of the Committee, and a minority report signed by Assemblyman Glickenhaus. The reports received wide public commendation. Upon the four general statements of policy these reports were in complete agreement. These policy statements are worth repeating:

1. "The right of self-organization is indisputable."
2. "The public interest is paramount."
3. "The right of 'collective bargaining' is necessarily limited by the nature of the relationship existing between the State and its employees."
4. "The principle of the closed shop is incompatible with any sound policy of labor relations in the government service."

The principles set forth in the report make it clear that every employee has the indisputable right to join any organization of his or her choice. The principle of association as set forth in this report is the principle of voluntary action. It is a matter for each person to decide according to his best lights.

When state employees do decide to associate together freely and be represented by a spokesman of their own choosing, they are under clearly defined limitations of government service. The State becomes the employer but it still remains the State. That is the reason for the limitation on collective bargaining. For that reason also it is not considered in the public interest, nor in the interest of good management for those in supervisory positions to belong to the same organizations or union as the men under them.

The foregoing statements should make it clear that any employee has the voluntary right to affiliate with any of several organizations. But it is a voluntary choice. The decision is one that each individual must make for himself or herself. That is the democratic way — the American way.

Spencer Miller, Jr.
State Highway Commissioner.

Commander Dallas Took Active Part In Many Landings

Returns on Leave After Long Sojourn in South Pacific

Commander William B. Dallas, who before joining the Sea Bees was associated with the Woodlynne office of Survey and Plans, recently returned to New Jersey after spending 16 exciting months in the South Pacific.

A veteran of the Marshall, Marianas, Palau and Philippine invasions, "Bill" Dallas could not find words enough to praise the work of the Sea Bees and the part they have played in wresting these island groups from the enemy.



CMDR. W. B. DALLAS

As commander of the 302 Construction Battalion, Dallas took part in the landings on Kwajalein, Majura, Roi-Namur, Guam, Saipan, Tinian, Anguar, Peleliu, Leyte and Lingayen. In all these amphibious operations the See Bees landed while the islands were "hot" and that meant plenty of action.

Admits Being Scared

Dallas said that he would like to meet the man who has faced the enemy under these circumstances and wasn't afraid. As he told it, he was "scared to death on each occasion." But since there was a job to do, they did it, scared or not.

In summing up the fighting ability of the enemy, Bill said, "The Jap is a desperate fighter and will never give up. But once you have knocked out his officers he loses his ability to fight as a unit, although he will battle as an individual to the last." In contrast to this he said that in every American outfit there was a man ready to take over the duties of a fallen leader.

Prior to going to the South Pacific, Commander Dallas spent a year in the Aleutians, besides stopping off at one time or another at Camp Peary, Va., Davison, R. I., Camp Hueneme, Cal., and from time to time in the Hawaiian Islands.

During the time he has been away he has received THE HIGHWAY regularly and kept abreast of the affairs within the Department. He regretted that censorship prevented him from sending spot news from time to time, and offered no speculations as to when the war would end.

About the one thing Bill was certain of was that New Jersey is the garden spot of the world. He is really looking forward to the day when he can return to the Department for good. And, incidentally, when Dallas does come back it will be in the capacity of Resident Engineer.

THE HIGHWAY

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In the interests of its employees

W. CARMAN DAVIS, Editor

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PROJECTS PARAGRAPHS

E. L. MEYER

Lieutenant Paul Davis of the 349th Engineers, G. S., is back in civilian life again and has already resumed his duties as a Projects Engineer in Somerset County. Paul spent nearly two years in the dreary Aleutians building roads, airfields, camp sites, etc. Most of the rest of his term of service was spent at Camp Clairborne, La. Davis is the third of the Projects Division to return to civilian status, Captain Percy Boughton and Lieutenant George Packer having preceded him. He looks fine and appears to be in the best of health. We welcome him back to his civilian job.

Sgt. Joe Aiello was also home from Camp Clairborne on furlough. He visited the office several times, and almost made himself hoarse answering all the questions fired at him. Joe says he is likely to stay put at Clairborne for some time yet and we hope he really is that lucky.

Mary D'Arcy recently received a letter from Al Sustick who is in the Air Corps and has been fortunate enough to have been stationed at Moody Field, Georgia, for most of the war. Now, after not hearing from him for a couple of months we learn that he is in China. Sustick says that China is a very interesting place, but that some of the peculiar odors still bother him. Al is now a Staff Sgt. and his address is:

74th Fighter Squadron
23rd Fighter Group
A.P.O.—430
c/o Postmaster
New York City, N. Y.

LABORATORY LINES

Norm Schaller

Norm Schaller

Many faces around the Laboratory have brightened considerably since the arrival of the long awaited retroactive checks.

George Coeller was a recent visitor at the Lab. George looks excellent and hopes to be back with us soon.

Herb Dieffenderfer who now sports at least a foot and a half of hem-stitching on his back due to his recent operation is recuperating at his home.

Jean Anderson is also on the sick list but is expected back on the job any day now.

Fred Baumann is following doctors orders and is taking a rest at his home.

Ralph Sherman reports that his son Wendell was hospitalized in Italy but is now on the active list again.

Word has also been received from Ed Pollock together with a resume of the activities of his ship. There is no question about it. Ed has seen and been through plenty.

The recent tornado has furnished Chris Kucker with more fresh air that he really needs at home. Besides tearing part of his roof off, the wind pulled a double window right out of his living room.

We welcome William Joy of Atlantic City to the Laboratory. Bill is an assistant testing chemist working under Russ Sigafos.

CONSTRUCTION COMMENTS

Fred C. Claus

Upper Montclair Office

David Pettigrew

We had a delightful visit from our old friend Chas Turner — former Highway Inspector. Charlie lives in Florida and each year he takes a trip north to see some of his relatives and friends. We are always privileged to have an interesting visit with him and hear of his trips and good times during the winter months.

Congratulations to our good friend Nick Amento on the arrival of a new daughter. Keep the good work up, Nick!

Maurice Radus has been transferred to the Planning Survey Division to do some expert work on traffic surveys. Be sure Maury that you find out where they start and if they make stops for lunch before the terminus of their journey. No names or telephone numbers are necessary.

The writer has been on a new departure lately, that of digging test holes to find the character of the various soils underlying the surface of our highway. On one occasion after backfilling one of the holes, the police received word of a possible crime, and thinking it was a grave, sent out some men who redug the hole. After explanations, the highway boys refilled the "grave." The laugh was on the police.

Speaking of congratulations — we will have to give Adrian Lincoln, formerly of this office, a double hand shake. He is the grandfather of a set of twins.

All the boys of this office are very glad to hear Mrs. Rigby is convalescing and on the road to

better health, so we all say: "We hear you're convalescing. That each day you are progressing. And you'll soon enjoy the blessing of reestablished Health."

And we send congratulations With heart-felt felicitations For in this whole creation There is no greater wealth."

NEWARK OFFICE

Ralph Perry

Promotion of Captain Charles Stenson from the rank of first lieutenant was recently announced by the commanding general of the Chinese Combat Command.

Steve Bubier of the Newark Office Survey & Plans is now the proud father of a son. Congratulations!

A. M. Patterson has just returned from another trip to Florida, this time on personal business. We are quite sure that some day Pat will take up residence in the sunny south.

Sgt. Paul Verdi, brother of Anthony Verdi of the Newark Office, was lost at sea when a Japanese prison ship carrying nearly 1800 Americans was torpedoed a few months ago. The Highway extends sympathy.

A newspaper photo recently showed S/Sgt. W. C. Blos of the Newark Office as one of the crew of a Flying Fortress in the European Theatre of Operations.

Michael Carlin and Thomas Kerwin, formerly of the Perth Amboy Office Survey & Plans, have joined the Newark Office after an extended leave of absence.

Highway Honor Roll



Administration
Robert S. Fleming Army

Equipment
Kenneth Emmons Army

Planning Survey
Walter J. Yucho Army

News from Our Men In the Service

Sends Regards

S/Sgt. Sante Pollastrelli, formerly associated with Supervisor Lanzaro in maintenance construction operations writes to say: "I have been overseas 36 months and to tell the truth if it weren't for THE HIGHWAY I wouldn't know



S/Sgt. POLLASTRELLI

what was going on in the Department these days. Many thanks for sending it. I've got 91 points which I hope will be enough to send me on my way home soon... Best regards to Mike (Lanzaro) and Charlie Kuhn and thank the contributing editors of the paper for their interesting comment."

S/Sgt. Sante Pollastrelli
1307810
Co. B, 342 Eng. Reg. 1st Bn.
A.P.O. 228 % Postmaster
New York

In South Pacific



Sgt. GUADAGNO

Sgt. Jerry Guadagno, who left the Administration Division to fly for the army sends a picture taken on Eniwetok in the Marshall Islands. When he left this country Jerry was an aerial gunner on a B-25 and it is understood that he is now furthering his training preparatory to a crack at the Japs.



CPL. HEARON

Working a great deal of the time under enemy fire this group has built more than 100 bridges across waterways in Italy and France, some of which were among the longest constructed by army engineers.

Just how valiant this outfit is can best be determined by the 3 Distinguished Service Crosses and 23 Silver Stars already awarded its personnel. Due to troop movements at this time we are unable to give Cpl. Hearon's present address.

Your M. C. presents—

THE LADIES... Bless Them

There's no monopoly on the excitement and happiness which accompanies a soldier's return...

Wearing four battle participation stars, Marie Cristian's husband, Sergeant Joseph Cristian, returned from overseas at the same time her brother, Lt. Peter Kramer, arrived home from Texas. This happy reunion took place on Marie's birthday, making it complete!... Mr. Hurley's staff knows only too well how excited Betty Durisin became when she heard the voice of her husband. Sergeant Joseph Durisin, who left for the E. T. O. in May of this year is now home on furlough... "Feet don't fail me now" might well be the expression used by Helen Tallon's husband who is enroute home from San Francisco. Joe has been serving with the Seabees in the Pacific for many months.

Peg Beatty, just home from California, is looking very well indeed.

The Lab is doing without Mrs. Jean Anderson's services for an indefinite period. Jean's out under doctor's orders and we hope it won't be too long before she's fully recovered and "back on the job."

There's nothing "indefinite" about the year's leave of absence Mrs. Anne Ludwig has taken. The best of luck, Anne.

We're happy to report that Winifred Brady is back at her desk after a long siege of illness... and equally sorry to learn that Mildred Friedman's illness is still keeping her away.

Vacationists... coming and going... Ask Mary Filippini to show you how she enjoyed her vacation in Atlantic City... Mary looked around a bit through the crowds hoping to catch a glimpse of Lorraine Finkle who's sunning and funning there this week. It's a lovely tan Flo Millerick acquired at Seaside... We understand Peg Anderson will be sporting a similar "golden brown" look, as she will be heading in that direction in a few days... Another on the vacation list is Anne O'Connor who is spending some time in Spring Lake.

Among those present at a dance given in honor of the personnel of the Destroyer Escort U.S.S. Dobler were Madge Kiernan and her husband, M.O.M.M. 3/c Patrick Kiernan, adding a bit of sparkle to the Crystal Room of the Hotel Ritz Carlton.

Gladys Brinckloe looked as trim and nice as ever when she visited friends in the Department recently. It has been approximately a year and a half since Gladys left the Department to supervise the work of the Key Punch Machine operators at Fleetwings. "Time, you old gypsy man..." Bye now.

DODGES SUICIDE PLANE ATTACKS

Michael Yanniello, who prior to his enlistment in the U. S. Navy back in July, 1943, worked in the maintenance crew under Foreman Earl Whildin in South Jersey, is back in the States after participating in the Okinawa invasion. In a recent letter home he relates spending Easter in this invasion. He states that the first day wasn't bad. The long range guns had softened up the coastal defenses and the landing was made with little or no opposition. But then the fun began and for the next five or six days his ship was under constant attack by bombs and suicide planes. He had a ringside seat at an untold number of dogfights, and reports that our planes came out on top in almost every instance. His ship had many narrow escapes and left the scene of the invasion after being offshore for six days and nights. As it developed, this was only just in time for the following day was the most severe enemy attack of the invasion on our naval units. The State certainly looked good to him after what he had been through.



MICHAEL YANNIELLO

EQUIPMENT ITEMS

JAMES O'ROURKE

Al Getz passed his physical examination for induction into Uncle Sam's Army on Wednesday, June 27th and expects his call any day now.

Ken Emmons was reinducted into the Army on June 25th and is now busy soldiering once more at Fort Dix.

John Civesky Equipment Operator is slowly rounding into shape after being operated upon at the Trenton General Hospital on June 25th.

Clark Reed one of the real Highway veterans is a patient at the Mercer Hospital having suffered a heart attack at his home on Saturday, June 30th. Clark will be remembered all over the State as one of the first paymasters who covered the Maintenance gangs for many years. We are happy to report that he is slowly on the mend and expects to be his old self once again.

It seems that the Trenton Fire Dept. are placing the home of **Russ Cook** on their nuisance list. It seems that on June 29th his electric refrigerator started acting up. Being of the gas type the fumes started spreading rapidly and when Russ tried to shut off the feed valve it was so stiff that he could not budge it. Before he could get out of the house the gas got him and knocked him out. It was necessary to call the Fire Dept. who arrived with gas masks and removed the refrigerator to the yard where repairs were made. The two previous occasions the Fire Dept. were called to his home were occasioned by his young daughter trying her hand at the cooking art. That is Russ' story.

Joe Buel Guard at Fernwood is now living in the new home he just purchased on Lawn Park Ave., in Lawrence Township. Joe has quite a job cut out for himself getting it into the shape he desired. Being a lover of horses, Joe has two nice riding horses that are his pets and one of his jobs is to see that they have a nice new stable which will take up a few of his idle moments.

Mike Hoffman journeyed all the way to Buffalo to see his son, Carl, graduate at the St. Francis Minor Seminary. The housing situation being somewhat acute it was necessary for Mike to go nine miles outside Buffalo for rooming quarters. That night the bus drivers went on strike and it was necessary for him to hike the nine miles into town the next day. He will always remember Buffalo.

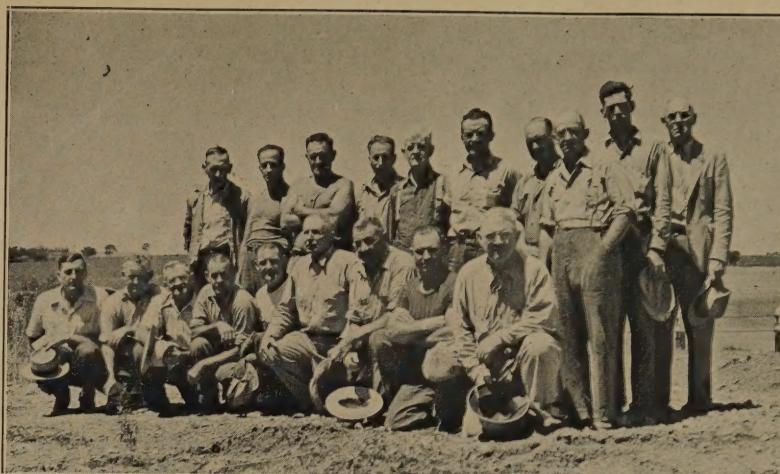
In the storm that hit Trenton and suburban areas on July 2nd the home to **Dick Kledke**, Road Mechanic who lives in Hopewell was struck by lightning and several holes were punched in the roof as well as setting the house on fire and short circuiting all of his electrical wiring. Thanks to the good work of the Hopewell firemen the damage was confined to the roof and wiring.

Larry Gore and Joe Thiel aided in boosting the sale of War Bonds for the Seventh War Loan. Larry was the recipient of a Building & Loan Series that had reached maturity and he promptly invested the \$1000.00 in 7th War Loan Bonds. Joe Thiel who is a veteran of World War I took his bonus bonds which had reached maturity on June 15th and promptly reinvested them in 7th War Loan Bonds. Only the wealthy can join the coupon clippers.

Word has reached the writer that **Tom Buis** formerly of our Newark Garage is up for a commission. We sincerely hope that by the time this edition is published it will be Lieut. Tom Buis.

On September 1st, 1944 **Joe Constance** Upholster & Body Mechanic at Fernwood purchased a home on Vermont Ave., in Trenton. He promptly notified the present tenants that he wanted the premises for himself. Up to the present time or nine months later he has as yet not been able to obtain possession of his own house. O.P.A. rulings, court orders, etc., have him in a dither. Any one having any remedy or cure for the situation will make Joe a happy man by notifying him.

MEET THE GANG



When the above picture was taken these men had stopped momentarily from their efforts to repair the damage wrought by the cloudburst that visited the Phillipsburg area on the night of July 9th. They are members of the Maintenance Crew of Foreman Paul Haney of Bloomsbury and maintain Route 28 from Phillipsburg to Whitehouse, and Route 30 from Packers Island, at the Raritan River R. R. bridge, to Hampton on the Hunterdon-Warren County line.

Few sections of New Jersey offer more beautiful scenic views than these highways as they wind through hilly countryside and few of our roads present more difficult snow removal and ice control problems in winter time. One particularly troublesome section is on Route 28 where the highway rises over the mountain at West Portal. Here for some unaccountable reason the temperature is several degrees lower than the surrounding countryside throughout the year. This causes severe ice to form on the highway when other sections are clear during the colder months and members of the gang can narrate tales of long cold nights spent spreading cinders on icy pavements.

In the first row in the above photo, reading from the left are: Foreman Haney, Herman Schutts, Otto Altenburger, Fred Porter, Joseph Emmons, John Becker, Charles Fleck, Charles Snyder, and Assistant Foreman John Reilly. In the second row, l. to r., are: Clyde Madison, Russell Bowlby, David Schuyler, William Stengel, Edward Ulmer, Arling Wolf, Lawrence Fleck, Preston Gano and Herbert Truxhorn. The gentleman on the right of the second row is Supervisor L.W. Glockner who was on hand surveying the damage at the time.

Like other groups of Highwaymen throughout the State, these men reflect their environment in their "after-hours" activities. Therefore it is only natural to find a large percentage of gardeners. They don't all go in for this sort of thing though as a look at Foreman Haney's 175 bowling average will disclose. Two other things that take precedent over his bowling skill, however, are his son in the army (India) and his record of 23 years with the Department. Paul is proud of both.

Herman Schutts is a former farmer who is only now getting over the effects of a snow-removal accident of last winter in which he suffered a broken leg. The prize gardener of this group is without a doubt Otto Altenburger who has been with the Department 16 years.

Fred Porter, who drives one of the gang's trucks is a veteran of 14 years service and is another with a son in the army. Fred is just over an illness that laid him up for quite a while. Joseph Emmons has been around for quite a while also. To be exact he came with the Maintenance Division in 1931. He drives another truck and is an enthusiastic bowler on the side.

John Becker is an old-timer who can give as good as he receives in any sort of an argument. He has rounded out 20 years maintaining roadways in New Jersey and with Charles Fleck, who came with the Highway in 1924 are the oldest men in point of service with this gang. Fleck is an old woodsman with two sons in the navy who have seen plenty of action and one son working with him in this maintenance crew.

Charles Snyder also has a son who is doing his bit with the navy. Charlie is a former farmer and drives a truck. Assistant Foreman John Reilly followed the sea for many years and on more than one occasion he has spun yarns for his fellow workers. The outstanding thing about Reilly, however, is the fact that he is the holder of a Congressional Medal of Honor, the result of heroism during the Spanish-American War.

Clyde Madison gets around more than any of the other members of this gang due to the fact that he also drives Supervisor Klockner. This gives Clyde a sort of separate category of his own. Russell Bowlby is another 10-year man, a sort of Mr. X who owns big Buick and an air of mystery. That Buick is Russell's only as long as he doesn't get mixed up in a swapping bee with David Schuyler who is always on the alert to trade anything anytime — with anybody. Dave, who is the strong man of the gang usually gets the best of his many deals too.

William Stengel has a son in the army and a garage business in West Portal. He is another who formerly was a woodsman. Edward Ulmer on the other hand was a farmer before he joined forces with the Highway. He still keeps his hand in the soil with a garden. Arling Wolf is the newest member of this crew. For a hobby as well as to increase his income Arling runs a good sized garden and raises chickens. He should be a nice fellow to know right now.

As nearly as could be determined Lawrence Fleck is the only veteran of World War 2 among this interesting group. He is also the gang's most rabid baseball fan. Another veteran, this time of the first World War, is Preston Gano who with Herbert Truxhorn the grader operator completes the men in this picture.

Three members of Foreman Haney's crew, Charles Wert, Russell Bigelow and George Smith are on the sick list and were unable to be present. Wert, who is rounding out 15 years on North Jersey roads, is a gardener when not working at his highway duties and Bigelow who was injured in the snow removal accident of last winter is expected back soon. Smith it is hoped will recover from prolonged illness in time to resume his duties in the not too distant future.

From the looks of the roadsides in the section around Phillipsburg this gang, along with several others, will have their work cut out for them for some time. But you can bet that when it comes time to mount the snow plows and spread cinders over the West Portal mountain their roadsides will be back in A-1 condition.

ELECTRICAL FLASHES

John Kilpatrick

"**Tex**" Ranson wrote from the Pacific to Joe Hunt sending his regards to "all the boys." He also expresses appreciation for THE HIGHWAY as it is a way for him to keep up with what is going on in the Department. His address is E. A. Ranson CM 1-c, CBMU 563, % FPO San Francisco, Cal.

Major Hays had a letter from Isadore Friedman, also in the Pacific. "IZ" has returned to duty after a month on a hospital ship and reports everything is going fine. His mail address is I. J. Friedman, FC 3-c, U.S.S. LK. Swenson DO 729, % FPO San Francisco, Cal.

Lt. Joseph Mahan was a recent visitor to the Trenton office. Joe spent some time in Italy as a member of the 1st Air Force. He is a pilot of a B-24 Liberator and had many missions over enemy territory. When it came time to return to this country Mahan simply headed west and plotted his course for home. He and his crew had no transportation problems whatsoever. He is now on leave while awaiting further assignment.

The following members of the Electrical Division Construction & Maintenance forces are on their annual vacations: Foreman Frank Walsh, Tom Borden, Norman Lewis, Marvin Polhemus, Edgar Waters, Arthur Cadell, the jovial janitor, is visiting in New York City.

Leonard Liebich, routined driver of Truck No. 499 has returned to work after a recent illness. Welcome back "Dutch."

On a recent fishing trip to Delaware Bay, Supervisor Al Wright and his party, returned with a fine catch of 290 fish of many varieties.

"**Bill**" Widmann, our popular Foreman at Fernwood has been working at the downtown office for several months.

Andy Leaver of the stock room forces recently enjoyed a five-day visit to Wildwood. He says the sleeping and water were fine.

Bill Rasmussen, our competent clerk at Fernwood, recently spent several pleasant days with his wife and son, Bob, at Russ Cook's bungalow at Harvey Cedars. He says weather and fishing were fine.

Our greetings to our seven new bridge employees on the Route S3 Rutherford Avenue Bridge, who came with the State effective July 1. They are Edward T. Benton, Frederick W. Dehn, Ulrich C. Grundman, Nicholas Hook, Richard Middleton, Joseph Niemotka, and Peter B. Van Dyk.

Birthday greetings for July start off with our best wishes to Frank Walling of Keyport who is celebrating his 82nd birthday this month. Among the others are Abram Bates of Allentown, James B. Boylan of North Arlington, Frank Brandenburg of Seaville, Edward Faller of North Bergen, Isadore Friedman of Freehold and the U.S. Navy, Walter Getchius of West Point Pleasant, Daniel Glenning of Belmar, Fred Hoffman of Toms River, Willard Jewett of Cedar Brook, Albert Johnson of Keyport, Henry K. Johnson of Spring Lake and the U.S. Navy, William Koerbel of Belmar, Henry Kuehne of Atlantic City, Henry Larsen of Highlands, James Lipari of Belmar, Joseph Rofford of West Point Pleasant, Anthony Russo of Trenton and the U.S. Army, Fred Stellwag of North Arlington, Eugene Supper of Wildwood, Stanford Vanaman of Cape May, Edgar Waters of Milltown and Arlington Wilson of Port Republic.

Administration Division

Arthur Egan

Mr. and Mrs. Marvin Howell and family are enjoying a long delayed reunion. Sgt. Fred Howell, Instructor in Aerial Gunnery, is home on furlough after many months. With Captain Welling Howell home from the Pacific the Howell family is again intact after four years.

We are sorry to report Ernie Birch still ill. We understand that it will be sometime before Ernie can again join us. It may be necessary for him to undergo an operation before his return.

Charles A. Hurley received an interesting letter from C.P.O. John Kownacki. John is sailing the Pacific and had just left Okinawa. A poem concerning the "Dautless Dauphin" amused us no end.

Pvt. Bob Fleming formerly of the File Room is now stationed at Sheppard Field, Texas. Bob now a member of the Army Air Force wishes to be remembered to his friends in the department, especially the girls. Incidentally Bob's replacement in the File Room is Harry McClure whose Dad is a guard at Fernwood. Welcome to the Administration Division Harry.

Grover Wheeler looking in fine fettle is back from a vacation. Grover visited Cape Cod and the mountains of New Hampshire.

CHATTER: Sorry to say goodbye to Ann Ludwig, Keypunch Operator who has left the Department. R. W. Wildblood is on his annual vacation. Mary Cunningham has enjoyed a week's vacation at Seaside. Probably resting up from the Motor Vehicle Drivers Test she recently passed — Pedestrians take heed. Frank Dunn, Elgin Mayer, Jim Corle, part time workers at Philco have been granted vacations with pay. Frank Kimble the Robinsville farmer has moved to the Robbinsville-Yardville Road.

Ann O'Connor is vacationing. Mary Sheridan vacationed over the July 4th week. Pvt. Rizzardi (Champ) Cintic home on a brief furlough visited the office. Although still stationed in Maine, Champ expects to be moved to another station shortly . . . John Gulch is spending his vacation this year at Wildwood. Betty Durisin's husband, Joe, has returned from the European War much to Betty's delight . . . Mr. and Mrs. Frank Fierman and daughter visited with friends in Farmington over the July 4th week end.

LAND AND LEGAL

ED DRAKE

Norman Lister has returned to the Title Office after more than two years in the navy. During the time Norm was wearing the blue he spent many months in the South and Southwest Pacific, besides covering this country from coast to coast. We are glad to welcome Norm back into the fold.

Pat Ward reports that his daughter, who served many months as a nurse in the Pacific area, is now stationed in Atlantic City.

Elizabeth Ann Masterton, daughter of our own William Masterton, was recently married to Petty Officer, First Class, Daniel W. Wallenda, at the Van Riper-Ellis Memorial Church Fair Lawn. We wish her a married life filled with happiness and good luck.

A daughter, Barbara, was born to Mr. and Mrs. Philip Manning. Mrs. Manning is a daughter of Bernard A. Ward of the title searching force.

Former Traffic Engineer Considers Autobahn To Be Vastly Overrated

Bellis Examines Famous German Highways and Finds Them Far Behind Those of New Jersey

Wesley R. Bellis, Traffic Engineer, now on leave, thinks that the Reichsautobahn is comparable to New Jersey highways of 1928. In a recent edition the *Somerset Advocate* featured an article on Bellis in which his statements were set forth as follows:

Hitler's several thousand miles of super highway, the Reichsautobahn system, now carrying only Allied military traffic engaged in occupying the country, are extremely uneconomical for ordinary civilian, peacetime needs, it was pointed out by W. R. Bellis, of this borough, civilian highway transportation expert attached to headquarters of Continental Advance Section.

In addition, the vaunted miles upon miles of four-lane, separated ribbons of concrete, are as outmoded from present American highway engineering standards, as the Charleston or the Black Bottom, in the opinion of Mr. Bellis, who is on leave as Highway Traffic Engineer for the New Jersey State Highway System.

Mr. Bellis ought to be able to pass judgment on what American forces have found in the German super highway system, since the Reichsautobahn is a direct copy of the New Jersey State super highway, Model 1928. That was the year German engineers, five years before the advent of Hitler to power, visited New Jersey to get the design for their own roads. The Germans methodically copied the model, even to the exact length of the concrete slabs, but apparently made no effort to keep abreast of developments in the intervening 17 years.

Leaving the United States in January, Mr. Bellis joined the continental Advance Section of the Communications Zone in France just prior to the final offensive against the Germans. Working with the engineering and transportation officers of the Advance Section, he assisted in the rapid repair and opening of vital links needed by the American Armies.

His home is at 111 Willow Avenue, where his wife and sixteen-year-old daughter are living. "The cost of the Reichsautobahn could only be justified as a military installation," said Mr. Bellis, "and, ironically enough, in the final defeat of Nazism, it served as a tremendous boomerang, since the highway system could not be destroyed fast enough to keep our Armies from using it with deadly success against its builders."

Three major defects of the Reichsautobahn from an engineering and operational safety standpoint, explained Mr. Bellis, are the serious lack of guard rails on elevated fills, the almost total absence of shoulders to the roadway, and the separation of the dual roadway by island centres which are only thirteen feet wide. Standard American practice now calls for a minimum separation of thirty feet.

"A fourth defect is the absence of any attempt to install reflectorizing curbs, centre strips, and even road surface for night time driving," continued Mr. Bellis. "The use of white concrete, with reflectorizing ribbed surfaces, has long since passed the experimental stage in America. This single improvement now makes it possible to use the headlights of the automobile to provide a large amount of illumination of the highway at night. This same improvement also makes it possible to drive as fast as 40 miles an hour at night through fog."

The one point that Mr. Bellis is willing to concede in favor of German highway engineers is what he considers their greater analysis of the subsoil on which the concrete is laid, which better prevents the concrete from breaking.

Antonio Ventola

It is with regret that we announce the death of Antonio Ventola, a maintenance worker in the crew of Foreman J. P. Lutz operating out of the District Office Building in Newark. Mr. Ventola died Tuesday, June 25th, after a long illness. He had been in the employ of the Department since November 8, 1937, and had been on leave of absence since February of the current year. He is survived by his widow Teresa G. and seven sons and daughters. On behalf of all employees of the State Highway Department, we extend every sympathy.

Maintenance Notes

GENE BECKNER.

Lt. Oliver A. Deakin, USNR, has been transferred from Camp Elizabeth, Portland, Maine, to the Panama Canal Zone, still engaged in radar detection work. In a recent letter to Russ Geller he described his trip south and his arrival at his destination. On the way down he had an opportunity to stop over at Miami, Fla., where he saw Russ's son, Dick Geller, and also Bill Creighton, who formerly worked in the Landscape Division office and is now residing in Miami. Ollie has certainly gotten around since his enlistment in the Navy way back in June, 1942. After about an 18-month tour of duty in Alaska, he returned to the States and received further training in radar detection work. Since then he has been stationed on the North Atlantic seaboard, recently in charge of the radar detection station at Portland, Me., and now assigned to duty in the Canal Zone. His present address, Navy 122, Box 6, % Fleet P. O., New York, N. Y.

John Gerbasi, an employee in the landscape maintenance crew under Foreman Howard Sweet, has returned to work following a tonsillectomy.

Following VE-Day in Europe, we can reasonably expect that some of our men now in the armed services will be returning to duty. Latest to call at the Trenton Office was Foreman Raymond Ryerson, a member of Morris County who has been assigned to duty with the Equipment Division at the Dover Garage, is still ill confined to his home. During his illness his place at the Dover Garage is being filled by George Larick, also of Martinet's crew.

Bert Cottrell, who works for Landscape Foreman Howard Van Benthuysen down in Monmouth County, was vacationing during the first two weeks in July enjoying the company of his son, Bert, Jr., who was returned to this country recently following his release from a German Prisoner of War Camp. Bert, Jr., who was a T/Sgt. in the 257 Squadron of the 8th Air Force, was shot down during a raid on the Nazi shrine city of Nurnberg last November and was held prisoner at a camp to the north of Berlin until his release following VE-Day. At the time of his capture after bailing out of his plane he had the

Fisherman's Luck

Early one evening toward the end of June, Russell Hulse, Robert Kane and Larry Gore of Fernwood went for a fishing trip in the Delaware River. They had started out from a short distance up Pensauken Creek and had just reached the river when the motor went dead.

Being without oars they deliberated for some time how to make shore before it occurred that they could heave the anchor forward a short distance and then pull the boat ahead with the anchor line. By repeating this procedure for several hours they reached shore about midnight.

Since they had drifted a considerable distance while trying to establish their beachhead they had to walk several miles to get back to where their car was parked. Aside from rope blisters, sore feet and too many mosquito bites an enjoyable time was had by all.

unhappy experience of having been shot at on the way down by German civilians and then being attacked by them after he reached the ground. He is the holder of the Purple Heart and the Air Medal with 3 Oak Leaf Clusters.

Our sincere sympathy is extended to Harry Hall, a member of John Faherty's maintenance crew, whose father died during the month of June.

Foreman Ralph Evans from down Cape May way is justly proud of his two sons in the Navy. The elder son, Seaman 1/C John B. Evans, is now assigned to a destroyer in the Pacific area. John has the exceptional record of having been in 7 major engagements between the invasion of Sicily and the recent conquest of Okinawa. It is believed that the destroyer to which John was assigned was one of those sunk off the coast of Okinawa by the Jap suicide attacks. Young Evans, however, escaped unscathed. Ralph Evans, Jr., young son, has followed in the footsteps of his brother and is now a Seaman 2/C in the Seabees and is completing his training at Davisville, R. I.

Raymond Ryerson, a member of Foreman Martinet's maintenance crew up in Morris County who has been assigned to duty with the Equipment Division at the Dover Garage, is still ill confined to his home. During his illness his place at the Dover Garage is being filled by George Larick, also of Martinet's crew.

Supervisor John T. Carr had an agreeable surprise the other day. Lt. F. D. Ritz, now stationed at the Naval Ammunition Depot at Earle, Monmouth County, called the Trenton office seeking our cooperation on a matter with which they were concerned within the Depot. He was informed that Supervisor John T. Carr would call on him to discuss the matter. He remarked that the name "John T. Carr" struck a familiar note, and it developed that earlier in the history of the war John T. Carr, Jr. had been a member of a Seabee Company under Lt. Ritz in the South Pacific. Needless to say, that was one engagement which John T. Sr. kept in a hurry.

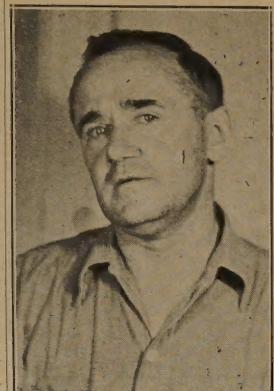
Tony Kuhn was stricken with a stomach ailment during the week-

THREE MEN IN A BOAT



The seafaring Highwaymen pictured above are Walter Reeves, Wilson Sharpe and Paul Tusing engaged in taking auger borings on Mantua Creek, Route 44. They have taken samples down to a depth of 39 feet in their efforts to determine soil conditions beneath the surface. That is definitely not a fishing rod you see hanging over the bow of the good ship NJHWYDEPT.

Completes 25 Years With Highway Dept.



LARRY GORE

On June 14th, 1920, a young man by the name of Lawrence Gore started work at the State Highway garage, then located at Trenton Junction. His first job at that remote date was Junior Stock Clerk.

To say that he got off to a rather inauspicious start is putting it mildly, for hardly had he settled down to work when he was severely bitten by a dog owned by the night watchman. When he had recovered sufficiently to resume his duties, fate stepped in once more and layed him up with a broken arm, the result of crashing one of the old model-T Fords.

It would seem that his bad luck ended at this point for since that time Larry has compiled an excellent record of attendance. Today as Assistant Storekeeper, Gore is the proud father of five children and is actively interested in the activities of Fernwood employees. Beside being treasurer of the Flower Fund, he is the local representative of the Highway Credit Union.

To this popular employee of the stock room THE HIGHWAY sends congratulations and best wishes for many more years of the same cooperative service he has given in the past.

end of July 10th which kept him away from the office for several days. We have been carefully watching other members of the noon luncheon group, Paul Ljutich, Jimmy Walter, Norm Horner and Ken Craft, but so far no epidemic has resulted so we can't blame the food they so religiously seek each working day. Tony, by the way, recently received a much appreciated memento of his son, Bill, who is serving on a Navy PT Boat in the South Pacific. A friend of the commander of Bill's ship sent to the family of each member of the crew and excellent photograph of the boat on which their boys were serving. It is little things like this which help relieve the anxiety of the folks at home for their boys serving overseas, and we can't help but comment on the thoughtfulness of the man concerned.

Recently this Division performed some mudjacking work on the floors of the warehouse at the Naval Ammunition Depot, Earle, N. J. Upon completion of the work we were pleased to receive a letter from Capt. Gilbert C. Hoover, USN, Commanding Officer of the Depot, expressing appreciation for the assistance given them and complimenting Asst. Supt. of Maintenance Fred Woodruff and Foreman W. J. Mealy for the excellence of the arrangements made and the prosecution of the work.

In a recent letter to Clyde Case, T/Sgt. Ernie Van Schoick, formerly landscape foreman in the Morris County area, informed us that he left Germany and is now stationed at Le Havre, France, where his outfit, Company B of the 334th Engineers, has been building a debarkation camp from which the boys will ship for home. Ernie expresses the hope that after they get it built he will be one of the fortunate to make use of it. He tells too, that some 1500 German P.W.'s are working on the job and that with a gun at their backs they do a pretty fair job.

We like the story going the rounds about an episode in the South Pacific. It seems that on one of the more remote islands a case of the tropical disease beriberi developed and they radioed headquarters for advice. Back

BRIDGE BRIEFS

A. J. LICHTENBERG

A. Paul Gabrenas concluded three years work with the Army Service Forces and returned to his duties here July 2nd. A luncheon was tendered Paul at the Roma Restaurant on the occasion of his return and Geo. A. Hefferman presented the welcome home medal. Those attending included: Morris Goodkind; Marcel Ludyay; C. P. Smith, C. M. Fox, P. H. Burch; G. A. Hefferman; J. F. Evans, Jr.; R. B. Tisworth; Sven Hedin; A. H. Stetsen; W. H. Spencer; A. P. Gabrenas and A. J. Lichtenberg. On the vacation front: Bob Simon absorbing Vitamin "D" at Atlantic City; Phil Berger sailing on Toms River; Harry Lafferson dunking in the lake at Bethel, Maine; Chester Smith at Ocean Grove; Marcel Ludyay enjoying the salt air at Belmar; Jack Evans with his gasoline allotment and visions of cutting the waters of Sanhican Creek with his outboard; L. C. Petersen on a windjammer cruise out of Portland, Maine; Sven Hedin boating on the Shrewsbury; Arthur Stetsen bungalowing at Seaside Park and Mike Fury and C. D. Weller on the home maintenance front.

BRIEFS: L. C. Petersen and G. A. Hefferman at the Llanerch Country Club at Manaca, Pa.; observing Byron Nelson, Jimmie Hines, Herman Barron and other golf greats, and just sighing . . . Wilbur Spencer has blossomed forth as a "shutter bug" and his photographic efforts are drawing praise . . . Willie Umberger was alone in enjoying the June heat wave claiming the baking was good for what ailed him . . . Sam Rankin feeling better and back with the Navy in Brooklyn . . .

GARDEN NOTE: Sven Hedin with fond memories of Sweden's earliest spring vegetable introduced edible pod sugar peas to the victory gardeners at Fernwood with excellent results last year and again this year. Other gardeners are enthusiastic about the edible pod peas after sampling them and gardens next year will likely sport the new crop.

Did it ever happen to you: Proud parent on meeting the new first grade teacher: "I am very happy to know you, Miss Smith. I am the father of the twins you are going to have next September."

BOOK REVIEW: "The Builders of the Bridge" by David Barnard Steinman relating the story of the trials that crossed the paths of the Roeblings in their greatest engineering feat, the Brooklyn Bridge, is written in a manner to thrill both the engineer and layman. You will enjoy the vivid portrayal of technical skill and the humanity of the engineers in this human interest story.

came the reply: "Give it to the Seabees; they'll drink anything."

Elwell (Pat) Clugston, PFC, 85th Inf. Division, who formerly was an assistant foreman in one of Mike Lanza's institutional road crews, saw VE-Day from a point of vantage, up in the Alps. He says that his outfit was moving so fast in the closing days of the war that it was practically a race.

Supervisor Jack Stanley's two boys, Bill and Jack, Jr., are both still overseas. Recent word from Bill, a Lt. with an Engineering Unit, reveals that on VE-Day he was in Augsburg, Germany, but has since been transferred to Marneille, France. Bill has some 105 discharge points to his credit, but his present station on the Mediterranean doesn't forecast an early return for him. Jack, Jr. is assigned to an LST boat now believed operating in the Philippine area, and has taken part in five or six invasion attacks.

NOTICE

THE 10 YEAR CLUB

OUTING

will be held on

SEPTEMBER 22

Remember the Date

Details in next issue